

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes _____
no _____

Property Name: Annapolis & Elkridge Railroad Inventory Number: AA-2319
Address: _____ City: Gambrills Zip Code: 21054
County: Anne Arundel USGS Topographic Map: Odenton
Owner: James Johnson and Tina Sewell Is the property being evaluated a district? yes
Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: _____
Project: MD 3 from MD 32 to US 50 Agency: Maryland State Highway Administration
Site visit by MHT staff: X no _____ yes _____ Name: _____ Date: _____
Is the property is located within a historic district? _____ yes X no

If the property is within a district District Inventory Number: _____
NR-listed district _____ yes Eligible district _____ yes Name of District: _____
Preparer's Recommendation: Contributing resource _____ yes _____ no Non-contributing but eligible in another context _____ yes

If the property is not within a district (or the property is a district) Preparer's Recommendation: Eligible _____ yes X no

Criteria: A B C D Considerations: A B C D E F G None

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Currently this site is used as an access road for Baltimore Gas and Electric (BGE) for power lines. The site is a raised railroad bed with hill cuts and ravine fills. From the period between 1840 and 1935, there is evidence that this site was a portion of the Annapolis and Elkridge Railroad. The railroad ceased operations at the turn of the century and the railroad ties and rails were removed. The entire line was purchased as power line easements for BGE.

The Annapolis and Elkridge Railroad was the second successful passenger railroad in the United States, preceded only by the Baltimore and Ohio Railroad. The General Assembly chartered the Annapolis and Elkridge line in 1837. This line eventually linked Annapolis to Baltimore and Washington with service starting in 1840. People in the Bowie-Crofton-Millersville-Gambrills area could catch the train at Millersville.

During the Civil War, the tracks were torn up by Confederate sympathizers to prevent Union soldiers access to Baltimore.

By 1908, the company was reorganized as the Washington, Baltimore, and Annapolis Railroad and its tracks were electrified. The line was used to move troops once Camp Meade was established as a U.S. Army training cantonment in July 1917. The government seized the railroad during World War I for military transport.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended X
Criteria: A B C D Considerations: A B C D E F G None

MHT Comments Lacks integrity. Other sections of RR bed must be evaluated separately.

Jim Tomlinson
Reviewer, Office of Preservation Services

12/15/03
Date

Blum
Reviewer, NR Program

12/29/03
Date

200304229

NR-ELIGIBILITY REVIEW FORM

Annapolis & Elkridge RailroadInventory Number: AA-2319

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The Washington Baltimore and Annapolis Railroad was sold at auction on June 5, 1935. Other stretches of the line were occasionally used, but there is no mention of post 1930 use of the stretch of track between Millersville and Odenton in the project area.

The Annapolis and Elkridge Railroad is considered not eligible for the National Register of Historic Places under Criterion A. The remaining rail prism does not convey significant historical events. It is noteworthy that it was the first railroad that was electrified, but with no rail left or electric lines left, this "significance" is not illustrated.

The Annapolis and Elkridge Railroad is considered not eligible for the National Register of Historic Places under Criterion B. Research did not indicate associations with historically significant persons.

The Annapolis and Elkridge Railroad is considered not eligible for the National Register of Historic Places under Criterion C. The remains of the line do not embody distinctive characteristics and the ties, rails, and spikes are no longer extant.

The Annapolis and Elkridge Railroad lacks sufficient integrity to be eligible under Criterion D.

Prepared by: Becky KermesDate Prepared: 10/13/2003**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G None

MHT Comments

Reviewer, Office of Preservation Services_____
Date_____
Reviewer, NR Program_____
Date

Annapolis & Elkridge Railroad

Inventory Number AA-2319

Gambrills, Anne Arundel County, Maryland

Approximate Date of Construction: Between 1837-1840

Private Property/Public

Property Summary Description:

Within the site investigated is a portion of the former Annapolis and Elkridge railroad bed, constructed sometime between 1837 and 1840. In the early part of the Twentieth Century, once Camp Meade was established, the line was used by the U.S. Army to move troops. In 1935, the line was abandoned. The site's significance is linked to its association with United States and Maryland Railroad History, as well as United States Military History for its destruction and use during the Civil War and World War I, respectively.

The portion of bed on the site has suffered deterioration and alteration due to its use as a vehicle access route for the Baltimore Electric and Gas power line. The former railroad bed has been cleared and graded for efficient vehicle access. The former railroad bed today is a straight, gravel, and dirt roadway. There is no evidence of ties, rails, or spikes.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. AA-2319

1. Name of Property (indicate preferred name)

historic Annapolis & Elkridge Railroad

other

2. Location

street and number _____ not for publication

city, town Gambrills _____ vicinity

county Anne Arundel

3. Owner of Property (give names and mailing addresses of all owners)

name James Johnson and Tina Sewell

street and number _____ telephone _____

city, town Gambrills state MD zip code 21054

4. Location of Legal Description

courthouse, registry of deeds, etc. Anne Arundel County Land Records Department tax map and parcel: NA

city, town Annapolis liber DB 9 folio 686

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☒ Historic Structure Report or Research Report
☐ Other _____

6. Classification

Category	Ownership	Current Function		Resource Count		
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing	
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<u>0</u>	<u>0</u>	buildings
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<u>0</u>	<u>1</u>	sites
<input checked="" type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<u>0</u>	<u>0</u>	structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<u>0</u>	<u>0</u>	objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<u>0</u>	<u>1</u>	Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown			
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use			
		<input type="checkbox"/> industry	<input checked="" type="checkbox"/> other:			
			Access Rd & PwrLine Eas		0	
				Number of Contributing Resources previously listed in the Inventory		

7. Description

Inventory No. AA-2319

Condition

- | | |
|------------------------------------|---|
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated |
| <input type="checkbox"/> good | <input type="checkbox"/> ruins |
| <input type="checkbox"/> fair | <input checked="" type="checkbox"/> altered |

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The site is within the northern portion of the project APE. The former railroad bed ran directly along the course of what is now Holiday Park Road. The site is bordered to North by a residential development and to the south and west by a wooded areas. The eastern boundary is MD 3.

The former railroad bed has been cleared and graded for efficient access to the electric line corridor which runs roughly east to west and to make way for a road and residential development. The former railroad bed today is a straight, gravel, and dirt roadway with electric utilities. There is no evidence of ties, rails, or spikes.

8. Significance

Inventory No. AA-2319

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime industry	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates	1837-1935	Architect/Builder	NA
Construction dates	1837-1840		

Evaluation for:

☒ National Register ☐ Maryland Register ☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual.)

Summary

The site contained a portion of the former Annapolis and Elkridge railroad bed, constructed between 1837 and 1840. In the early part of the Twentieth Century, once Camp Meade was established, the line was used by the U.S. Army to move troops. In 1935, the line was abandoned. The tracks on this site were removed and some portion of it serves as an access road to the Baltimore Electric and Gas power line.

Historical Narrative

The Annapolis and Elkridge Railroad was organized March 21, 1837, through a charter by the Maryland legislature. The line was opened in 1840, and extended eight miles to Annapolis Junction where it joined the B&O Railroad's western line (Harwood 1979:213). The W. B. & A. had been created from the Potomac and Severn Electric Railway Company in 1900. In 1908, the Washington, Baltimore and Annapolis Electric Railway acquired the deed to the Annapolis, Washington and Baltimore Railroad (A. W. & B.), thus creating the first joint steam and electrified operation in the United States (Merriken 1993).

This land was the site of the right-of-way for the Annapolis and Elkridge Railroad. The Union Army requisitioned the railroad during the Civil War, and employees of the company and other local Confederate sympathizers reportedly destroyed rail tracks and telegraph lines owned by the company to prevent regiments of the Massachusetts infantry from reaching Washington, D.C. (O'Malley 1978:17).

Fourteen miles of the railroad from Annapolis to the town of Odenton, just west of the project area near Millersville, were converted to electrical power in 1907. The line was heavily used to move troops once Camp Meade was established as a U.S. Army training cantonment in July 1917. The government seized the railroad during World War I for military transport, and the government reportedly made a number of alterations to tracks and other physical facilities without consulting the owners. Camp Meade was converted into a permanent facility in the 1920s, and the resulting traffic benefited the railroad for a time (O'Malley 1978:17). The railroad acquired the Annapolis Short Line Railroad and was known by that time as the Washington, Baltimore, and Annapolis Railroad (O'Malley 1978:19).

The Washington, Baltimore, and Annapolis Railroad was part of a trend of decline associated with interurban railroads in the first half of the Twentieth Century. After four years in receivership, the railroad was sold at auction on June 5, 1935. At that time, the Pennsylvania Railroad had applied to purchase and continue the operation of the Annapolis to Elkridge line for the next three years, but the offer was rejected. Bondholders of the Annapolis and Elkridge Railroad repurchased the tracks at that point and two miles of track from Annapolis to the suburb of Parole were used for a switching operation. 5.87 miles of the track from Odenton to Annapolis Junction was occasionally utilized to accommodate freight traffic from the Penn Central, B&O, and C&O lines. There is no mention of post-1930 use of the stretch of track between Millersville and Odenton in the project area. This seems to indicate that the rail lines in the project area were out of use by 1935 (O'Malley 1978:17).

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Name Annapolis & Elkridge Railroad

Continuation Shee

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From August 9, 1930 through 1956, Richard Wilson owned the site. In 1956, the parcel of land containing the site was recorded to be 2.98 acres. Richard Wilson sold the land to William and Vira Anderson. The land had been acquired by Vira Meisenholder from William Anderson's estate after his death in 1991. Vira Meisenholder sold the land for \$61,000 to its current owners, James Johnson and Tina Sewell.

Evaluation

Historical research on the section of the Annapolis and Elkridge Railroad within the project area indicated that no significant elements associated with this rail line were built in the project area, such as major bridges, stations, yards, support facilities, workers housing, etc. Further, when the rail line was no longer in use, the tracks were removed. What remains within the project area is the prism for these rail lines which is now utilized as an access road for vehicles traveling to the Baltimore Gas and Electric power line. No tracks or ties were present in situ on top of the extant prism.

The railroads which operated on the bed within the project area can be associated with the events of the Civil War and US Military History, however that association is tied to the railroad, its rails, and track, not the isolated bed turned vehicle access route. The integrity of the site's location, design, setting, materials, workmanship, feeling, and association has been comprised by the current use of the bed as an access road for the BGE power line as well as the development that has occurred surrounding the former railroad bed.

Given the factors described above and the short length of the lines within the project area, in comparison to the overall length of the entire rail lines, it is not recommended that the remains of the Annapolis and Elkridge/ Washington, Baltimore and Annapolis railroads within the project area be determined eligible for listing in the National Register. This remaining rail prism 1) does not represent nor convey events that have made a significant contribution to the broad patterns of history (National Register Criterion A), 2) is not associated with the lives of significant historical individuals (Criterion B), nor 3) does it embody the distinctive characteristics of nineteenth and early twentieth-century railroad construction methods. Further, given that only the prism remains, this historic resource would not have the potential to provide important information in history (Criterion D).

9. Major Bibliographical References

Inventory No. AA-2319

See continuation sheet.

10. Geographical Data

Acreage of surveyed property 2.98

Acreage of historical setting 3.0

Quadrangle name Odenton

Quadrangle scale 7.5

Verbal boundary description and justification

The site is located in Anne Arundel County, at the junction of the Robert Crain Highway-Route 3, and Route 175.

11. Form Prepared By

name/title Molly Sheehan-Curtin, Architectural Historian

organization URS Corporation

date 10/7/03

street and number 561 Cedar Lane

telephone 609-499-3447

city or town Florence

state NJ zip code 08518-2511

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville MD 21032
410-514-7600

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. AA-2319

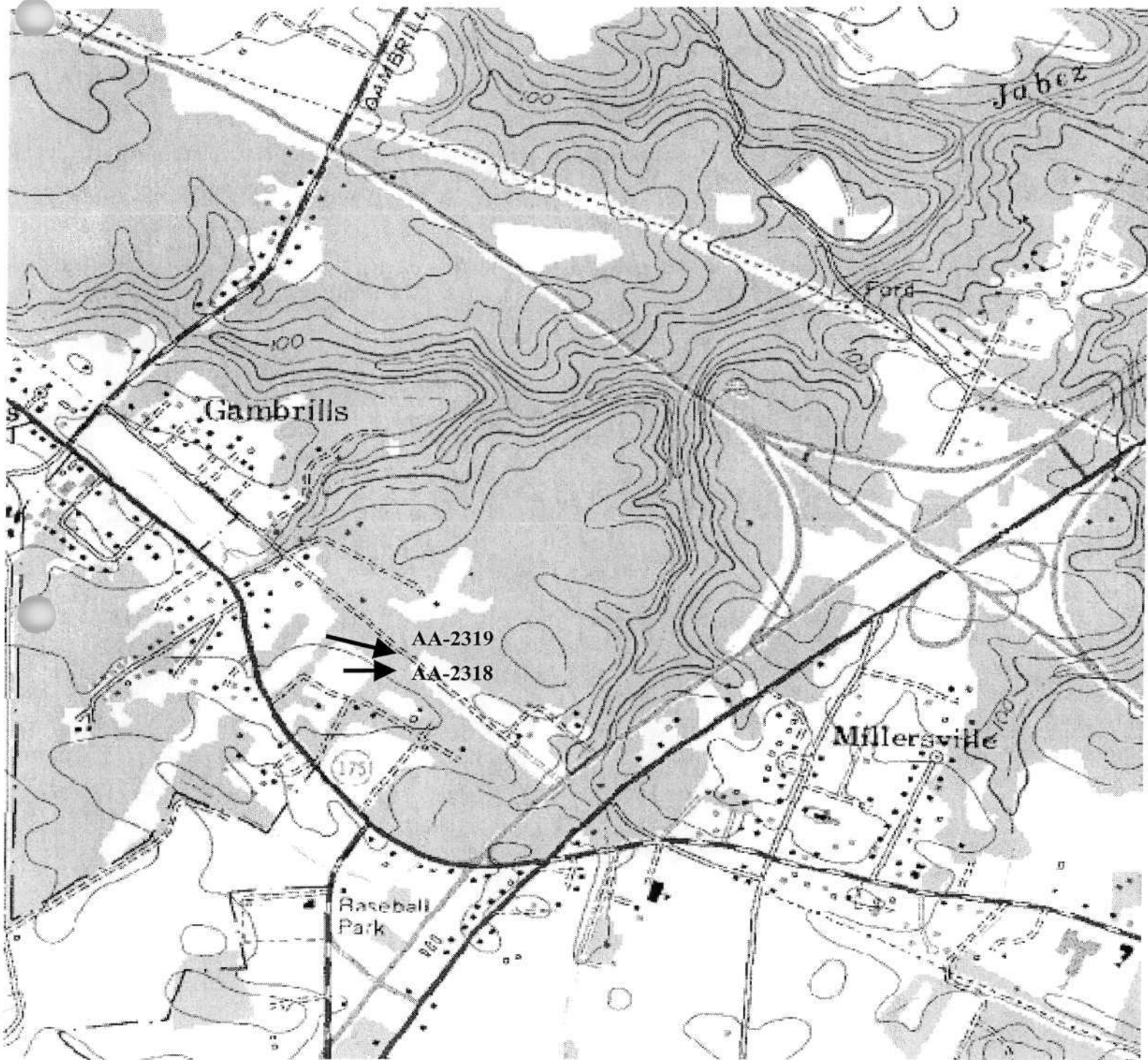
Name Annapolis & Elkridge Railroad

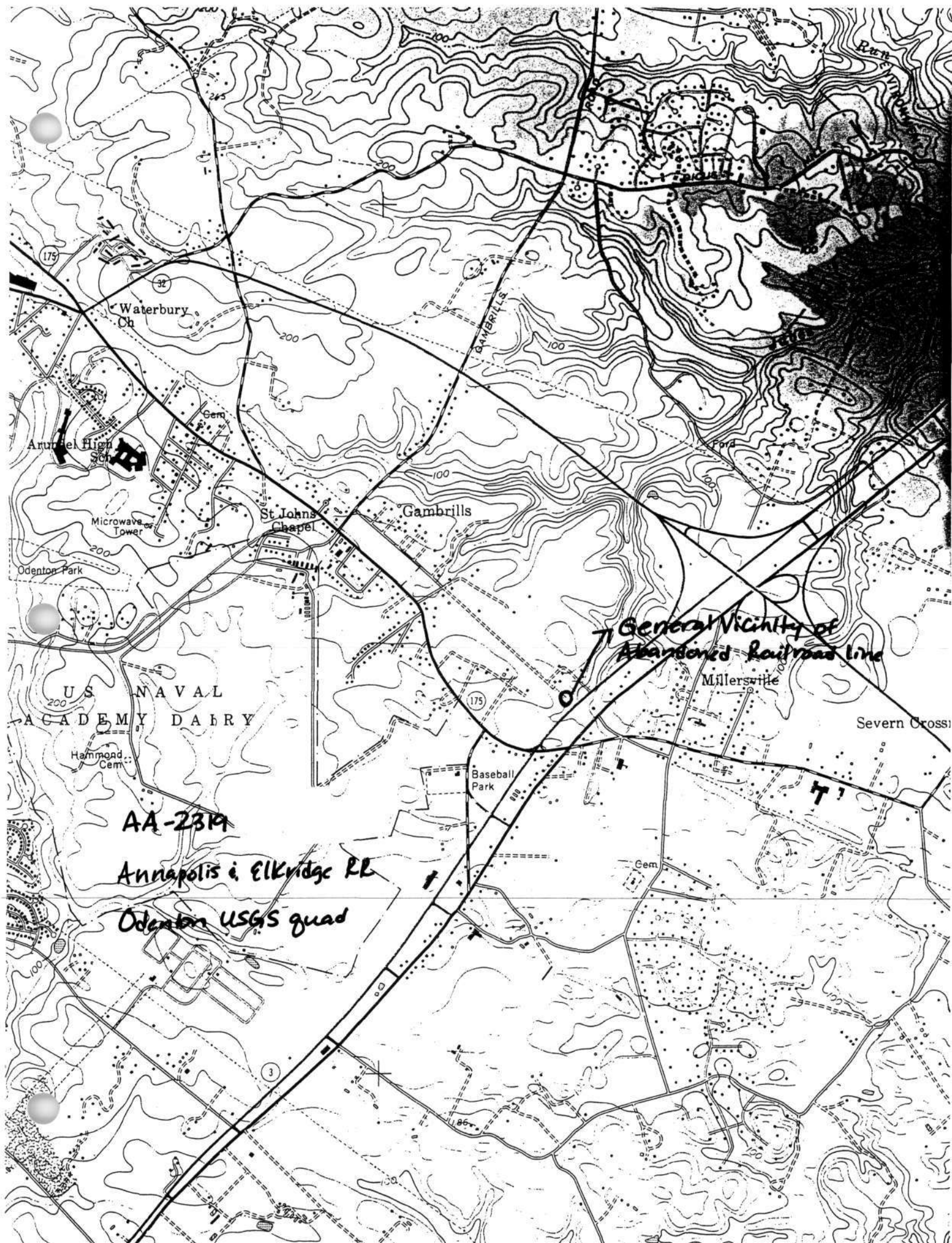
Continuation Sheet

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1. Hopkins, G. M. 1878 Atlas of Anne Arundel County. G. M. Hopkins, Philadelphia.
2. Martenet, S. 1860 Map of Anne Arundel County. Published in Simon J. Martenet, 1865 [1866]. Copy available at the Maryland Historical Trust, Crownsville.
3. O'Malley, C. L. 1978 Odenton: The Town a Railroad Built. Jackson Printing, Inc., Annapolis and St. Michaels, Maryland
4. Anne Arundel County Auditor. 1905 Tax Assessment Record. Maryland Hall of Records, Annapolis.
5. Anne Arundel County, Land Records Office Deed Records, 1839-2003. Anne Arundel County Courthouse.
6. U.S. Geological Survey, 1905 Map of Relay Quadrant, Anne Arundel County, Maryland. On file at the Maryland Historical Trust, Crownsville.

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Annapolis & Elkridge Railroad

Anne Arundel County

Photographer - unknown URS Corporation

Negatives @ MD SHPO

10-2003

Corresponding Neg:
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